

Message Text

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ACTION ABF-01

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FM AMEMBASSY LISBON

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INFO AMEMBASSY BONN

AMEMBASSY BRUSSELS

AMEMBASSY LONDON

AMEMBASSY THE HAGUE

USMISSION USNATO

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E.O. 11652: N/A

TAGS: AGAO, MMOL

SUBJECT: PROPOSED TRAVEL BY GAO TO EVALUATE MAINTENANCE
STRATEGIES

REF: STATE 10494

1. EMBASSY BELIEVES GAO TEAM VISIT TO PORTUGAL IN PURSUIT
OF OBJECTIVES DESCRIBED REFTEL WOULD BE ONLY marginally
USEFUL. WE DO NOT BELIEVE CONTACTS WITH GOP OFFICIALS
WOULD BE APPROPRIATE.

2. DEPARTMENT MAY WISH TO INFORM GAO THAT A USN SURVEY
REPORT TO THE PORTUGUESE NAVY WAS PREPARED IN SEPTEMBER 1976
BY THE CNO SECURITY ASSISTANCE DIVISION DIRECTOR WHICH REVIEWED:

--THE ORGANIZATIONAL STRUCTURE OF THE MATERIAL DIRECTORATE;

--SUPPLY ORGANIZATION; AND

--THE PORTUGUESE NAVAL SHIPYARD (ARSENAL DE ALFEITE).

IN ADDITION, REAR ADMIRAL L.W. FISHER, USN, VISITED LISBON

AUGUST 2-5, 1976 FOR DISCUSSIONS WITH THE PORTUGUESE NAVY AND

ON-SITE INSPECTIONS OF THE FACILITIES AT ALFEITE, LISNAVE, AND

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STETENAVEAX TO DISCUSS SHIP MAINTENANCE. HIS REPORT WAS
SUBMITTED AUG 30. THE EMBASSY BELIEVES BOTH REPORTS CONTAIN
AN ACCURATE AND UP-TO-DATE EVALUATION OF THOSE ISSUES OF
INTEREST TO THE GAO.

3. IN ADDITION, WE DOUBT PN WOULD SERVE AS A USEFUL POINT
OF COMPARISON FOR US MILITARY SERVICE MAINTENANCE STRATEGIES.

DEPARTMENT MIGHT CONSIDER PROVIDING GAO WITH THE FOLLOWING INFORMATION REGARDING GAO INQUIRIES CONTAINED REFTEL:

- A. LACK OF MAINTENANCE PHILOSOPHY/STRATEGY IS A SERIOUS PROBLEM IN THE PN. ORGANIZATIONAL AND INTERMEDIATE LEVEL MAINTENANCE IS ALMOST NON-EXISTANT.
- B. FROM 1961 TO 1974, ALL SURFACE SHIPS WERE ON A REPAIR-AS-NEEDED BASIS. SINCE 1974 A SCHEDULED OVERHAUL SYSTEM HAS BEEN IMPLEMENTED. THE THREE FRENCH-BUILT SUBMARINES ACQUIRED IN 67-69 HAVE HAD PERIODIC OVERHAULS SINCE THEIR ACQUISITION.
- C. AN ARBITRARY OVERHAUL CYCLE IS NOW IN EFFECT.
- D. MANAGEMENT OF LABOR AND MATERIAL RESOURCES IS NOT EFFECTIVE. THE PN IS TRYING TO CORRECT THIS DEFICIENCY.
- E. THERE IS NO MEASURE/MONITORING SYSTEM IN EFFECT.
- F. THE PN HAS NO EMPIRICAL OR OTHER DATA TO ESTABLISH A DESIRED LEVEL OF MAINTENANCE FOR KEY SHIP SYSTEMS.
- G. LABOR AND MATERIAL STANDARDS ARE NOT USED.
- H. VARIANCE ANALYSIS IS NOT USED. THERE IS NOT QUALITY ASSURANCE ORGANIZATION ESTABLISHED IN THE SHIPYARD.
- I. NO PN MAINTENANCE IS DONE AT PRIVATE SHIPYARDS, EXCEPT FOR EMERGENCY REPAIRS OUTSIDE THE LISBON AREA.
- J. THE PORTUGUESE NAVAL SHIPYARD CANNOT HANDLE WORK OUTSIDE OF THE PN NEEDS. CIVILIAN SHIPYARDS, PARTICULARLY LISNAVE, ARE MODERN AND HAVE AN IMPRESSIVE CAPACITY AND CAPABILITY TO DO HULL, STRUCTURAL, ELECTRICAL, AND MACHINERY MAINTENANCE ON US SHIPS. HOWEVER, THEY DO NOT HAVE ELECTRONICS OR ORDNANCE CAPABILITY. OVERHAUL OF OILERS AND LIMITED OFFICIAL USE

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OTHER AUXILIARIES MAY BE FEASIBLE, AS WELL AS REPAIR/MAINTENANCE OF COMBATANT TYPES AND PRIVATE YARDS DO HAVE AN INTEREST IN DOING SUCH WORK. THE MSC SHIP USNS PAWCATUCK UNDERWENT A RESTRICTED AVAILABILITY AT LISNAVE FROM 18 JULY TO 16 AUGUST 1977.

K. THE PN SHIPYARD TAKES ONE YEAR TO OVERHAUL A SHIP, PERFORMING THE SAME WORK THAT WOULD REQUIRE THREE TO FIVE MONTHS IN A US SHIPYARD. LISNAVE HAS AN INTERNATIONAL REPUTATION FOR RAPID WORK ON MAJOR REPAIRS.

4. THE PROPOSED GAO VISIT COULD EASILY ENCOURANGE UNFOUNDED GOP AND PRIVATE SECTOR HOPES THAT FURTHER BILATERAL ASSISTANCE OR COMMERCIAL CONTRACTS WERE UNDER CONSIDERATION. ALMOST ANY OFFICIAL USG VISITOR IS CONSIDERED "HIGH LEVEL." WE WANT TO AVOID FALSELY REAISED EXPECTATIONS ON THE PORTUGUESE SIDE.

5. CONSEQUENTLY, WE RECOMMEND AGAINST PROPOSED GAO VISIT DESCRIBED REFTEL. PLEASE ADVISE.

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